

# Circulation

## CONTENT OF THESE GOALS, POLICIES AND IMPLEMENTATION ACTIONS

The comprehensive goal and vision of the existing Circulation Element is

*“While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions...” (Circulation Element)*

The following proposed goals, policies, and implementation actions are intended to further integrate circulation policies with the sustainability focus of new or revised policies in other elements, by emphasizing alternative modes of transportation, maintaining traffic flow for all, and reassessing parking requirements to complement a people-oriented community. Future treatment of scenic highways, state designated or not, will address questions of multi-modal use, appropriate vehicle speeds, signage, and view points.

The following goals, policies and implementation actions were either developed during the *Plan Santa Barbara* General Plan update process, carried over from the existing Circulation Element or Scenic Highways Elements in effect in 2011, or were EIR mitigation measures. These new goals, policies and implementation actions are operational with the adoption of the General Plan; however, until the existing Circulation and Scenic Highways Elements are comprehensively updated they also remain in effect and combined with the following.



# Goals, Policies and Implementation

## GOALS

- ***Integrated Multi-Modal Transportation System.*** Create a more integrated multi-modal transportation system to connect people, places, goods, and services by providing a choice of transportation modes and decreasing vehicle traffic congestion.
- ***Street Network.*** Provide a comprehensive street network that safely serves all transportation modes.

## Circulation Policies

- C1. **Transportation Infrastructure Enhancement and Preservation.** Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

### ***Possible Implementation Actions to be Considered***

- C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.
- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
  - Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more bike lane connections Downtown by regulating curbside parking during peak travel periods working closely with Downtown stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.
  - Continue implementing of the City's Sidewalk Infill Program.
  - Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
  - Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.
  - Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.
  - Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.

- Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries.
- C1.2 Personal Transportation. In partnership with private interests, promote and provide incentives including the provision of funding, for shared-cost personal transportation options such as car-sharing and bike-sharing to increase personal mobility, reduce air pollution and green house gas emissions, reduce parking demand, and decrease cost of transportation to individuals.
- C1.3 Intermodal Connections. Improve intermodal connections for public transit, car pools, carshare or bikeshare programs, bicycle, and pedestrian routes. Provide intermodal connectivity at transit accessible centers, including the train depot, to support sustainable commute options such as feeder shuttles, bicycle storage facilities, bike-sharing, and car-sharing.
- C1.4 Optimize Capacity. Utilize Intelligent Transportation System (ITS) strategies (such as signal timing) to optimize the capacity, flow and improved safety for motor vehicles, bicycles, transit, and pedestrians.
- C1.5 Mid Block Traffic Flow Improvement Techniques. As part of transportation planning for capital improvements and private development improvements, consider techniques for improving mid-block traffic flow along corridor segments with conditions that tend to impede the flow (such as closely-spaced intersections and driveways, and higher volumes of pedestrians and buses). Such techniques may include shared driveway access and parking, effective access design and driveway spacing, median treatment, traffic control refinement, and design of improvements for buses, pedestrians and bicycles.
- C2. **Regional Transportation and Commuter Transit.** Coordinate regionally with agencies and the private sector to establish viable rail, bus and carpooling options for commuters, and create an energy efficient regional transportation network.

### *Possible Implementation Actions to be Considered*

- C2.1 Regional Transportation Networks. Actively pursue regional transportation solutions through the Santa Barbara County Association of Governments to address regional transportation needs, in conjunction with regional housing and development patterns that are responsive to the requirements of AB 32 and SB375.
- C2.2 Commuter Transit. Work with other local governments the Santa Barbara County Association of Governments, and MTD to address the transportation needs of commuters from Ventura and San Luis Obispo counties including multi-modal and rail-commuting systems.
- C2.3 Improved Transit Frequency. Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5 minutes on primary transit corridors, reduce non-peak headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (e.g., Clean Air Express).

- C3. **Vehicle Speeds.** Advocate for new state legislation that promotes vehicle speed limits that are designated and enforced with consideration of street design, neighborhood characteristics, adjacent land use, and mix of transportation mode usage.
- C4. **Bus Pull-Out Right-of-Way.** To facilitate buses in turn-out pockets merging back into traffic, monitor changes in State regulations to require motorists to yield to a merging bus.
- C5. **Transit Funding.** To provide the level of transit service needed, all funding mechanisms, new and old, will be studied.
- C6. **Circulation Improvements.** Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.

*Possible Implementation Actions to be Considered*

- C6.1 Impacted Intersections. Install Traffic Signals or Roundabouts at Impacted Intersections which are currently controlled by Stop Signs. This includes the following intersections:
- Mission Street and Modoc Road
  - Las Positas Road and Cliff Drive( in design)
  - Olive Mill Road and Coast Village Road
- C6.2 Intersection Master Plan. Develop a program that identifies current and future deficiencies at City intersections and identify feasible improvements and funding sources to improve problem intersections. Intersections to potentially include:
- Milpas Street and Quinientos Street
  - U.S. Highway 101 Southbound Ramps and Garden Street
  - U.S. Highway 101 Northbound Ramps and Garden Street
  - Gutierrez Street and Garden Street
  - Haley Street and Castillo Street
  - Carrillo Street and U.S. Highway 101 Northbound Ramps
  - Carrillo Street and and U.S. Highway 101 Southbound Ramps
  - Carrillo Street and San Andres Street
  - Mission Street and U.S. Highway 101 Southbound Ramps
  - Mission Street and U.S. Highway 101 Northbound Ramps
  - Las Positas Road and Modoc Road
  - Las Positas Road and U.S. Highway 101 Southbound Ramps
  - U.S. Highway 101 Northbound Ramps and Calle Real
  - Las Positas Road and State Street
  - Hitchcock Way and State Street
  - La Cumbre Road and State Street

- Hope Avenue and U.S. Highway 101 Northbound Ramp/Calle Real

C6.3 Transit Pass Program.

- a. Encourage employer paid transit passes to be provided as part of the conditions of approval for entitlements for all employees of:
  - New development within Downtown.
  - New development within higher density land use areas
  - New development within a ¼ mile of high-volume transit corridors.
- b. Encourage employer transit passes to be provided to the employees of:
  - All new employers citywide as part of the conditions of approval for entitlements;
  - All existing employers citywide who propose physical expansions and increases to workforce as part of the conditions of approval for entitlements.
- c. Work with regional partners:
  - To ensure that employer transit pass programs encompass all existing and future regional bus and/or rail transit services (in addition to MTD services).
  - To ensure that the fare media used by the employer transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.

C6.4 Cash-Out Parking. Develop a city-wide employee cash-out parking program similar to the existing state law that would reduce the employer size participation down to 20 employees. Require compliance for new employers and promote voluntary phased compliance for existing employers.

C6.5 Downtown Public Parking Pricing. Work with stakeholders to develop a public on-street parking program that will reduce commuter use of the customer parking supply and increase the economic vitality of Downtown. Any parking pricing program shall not include the installation of individual parking meters.

C6.6 Safe Routes to School Projects/Program. Promote and fund Safe Routes to School Projects and Programs that effectively increase walking and bicycling to our local schools.

C6.7 Carpooling and Telecommuting. Work with regional partners such as SBCAG and other public and private interests to promote opportunities for increased carpooling and telecommuting.

C6.8 Car-Sharing. Work with public and private interests to establish various types of car-sharing.

## Parking Policies

- C7. **Parking Management.** Manage parking Downtown to reduce congestion, increase economic vitality, and preserve Santa Barbara's quality of life.

### *Possible Implementation Actions to be Considered*

- C7.1 Appropriate Parking. Establish requirements for on and off-street parking in the Central Business District (CBD) appropriate to the parking users as follow:
- a. Maximize availability of customer parking in the CBD;
  - b. Limit/discourage employee use of public parking in the CBD, and maximize employee commuting options to the CBD;
  - c. Manage and price public parking in the CBD so as not to put businesses in the CBD at a competitive disadvantage with other south coast shopping options; and
  - d. Change residential parking requirements and permitting programs in the CBD to maintain and/or increase the availability of on- and off-street customer parking.
- C7.2 Downtown Parking Requirements. Update the boundary of the delineated area of the Central Business District to include more of the commercial area.
- C7.3 Parking Districts. Assess existing and future parking districts to accommodate parking supply in districts such as Upper State Street, and the Funk Zone.
- C7.4 Residential Parking Program. Revise the Residential Parking Program to exclude residential on-street parking in the commercial zones. The program currently offers parking permits for on-street parking to residents in selected residential neighborhoods adjacent to commercial zones but permits residents to park on streets all day in commercial zones within the program area.
- C7.5 Residential Parking Requirements. Allow residential land development projects to "unbundle" parking (i.e., selling or renting residential units separate from parking stalls) within the commercial and high density residential land use designations to address affordability and development size, bulk, and scale.
- C7.6 Residential Off-site Parking. Amend the Zoning Ordinance to allow residential required parking off-site in commercial zones.
- C7.7 Bicycle Parking and Other Needs. Require all multi-family and commercial projects to be designed to meet the needs of bicyclists (e.g., secure parking, storage, lockers, showers, etc.)

## Development Policies

- C8. **Emergency Routes.** It shall be a high priority to keep all emergency evacuation, response and truck routes free of physical restrictions that may reduce evacuation/response times.
- C9. **Accessibility.** Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.





# Existing Circulation Element

[Not Updated as Part of this General Plan Update]



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# Existing Scenic Highways Element

[Not Updated as Part of this General Plan Update]

